



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty-Sixth Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/26) & Ninth Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/9) – Joint sessions
6 and 10 November 2023

Agenda Item 3: APIRG and RASG-AFI Coordination

AFI RVSM SCRUTINY ACTIVITIES

(Presented by ARMA)

SUMMARY
<p>This working paper highlights the changes in the RVSM Scrutiny activities, the Tactical Action Group (TAG) and AFI Air Traffic Service Incident Analysis Group (AIAG) and the challenges encountered as a result.</p> <p>Action required is as per paragraph 3</p>
<p>REFERENCE(S):</p> <p>Annex 6 ICAO Doc 9574 ICAO ICAO Doc 9937</p>
<p>Related ICAO Strategic Objective(s):</p> <p>A- Aviation Safety, B- Air Navigation Capacity and Efficiency</p>

1. INTRODUCTION

1.1 ICAO recognized the need to establish a working group to review, analyse and categorize on annual basis the accidents and incidents at the regional level and provide an agreed and harmonized regional dataset of accidents and incidents. It was highlighted that this Group would also, to the extent possible, identify the main root causes and contributing factors of the reviewed accidents and incidents.

1.2 The incident analysis work group should be composed of safety experts, from relevant fields such as Flight Safety, Aerodromes and Air Navigation Services (ANS), with grounded knowledge and experience in Accident and Incident Investigation (AIG), nominated by the RASG-AFI Member States and Partners. Accordingly, the meeting urged States and Safety

Partners to appoint members with required experience and expertise to the AIA WG, in order to support its work.

1.3 The AFI Tactical Action Group (TAG) has been carrying out this analysis under the leadership of ICAO Regional offices but with the data collection done by IATA and ARMA. IATA as the host of the AIAG database was also tasked with the responsibility of hosting the incident database for TAG.

2. DISCUSSIONS

2.1 At the level of ICAO Headquarters, aircraft accidents and serious incidents are reviewed and categorized by the ICAO Safety Indicators Study Group (SISG) using the definition provided in Annex 13 to the Chicago Convention—Aircraft Accident and Incident Investigation. The objective is to provide an agreed dataset of accidents and serious incidents on an annual basis. It is to be highlighted that accidents and serious incidents are given one or more of “Occurrence Categories” (using ADREP taxonomy). In addition, some accidents and incidents are classified as “Unknown”.

2.2 The tenure of the AFI ATS Analysis Group (AIAG) has served its objective in the region over the last 20+ years and is due to be replaced by a new program under the governance of IATA. The last AIAG/18 took place in July 2022 and the Tactical Action Group (TAG) had a virtual meeting in August 2022.

2.3 Due to the inability of the two groups to meet or obtain required data to support the activity, the events from January 2022- December 2022 have not been analysed resulting in a delay in RVSM Collision Risk Assessment 17.

2.4 There is need for the reconstruction of the analysis groups to ensure periodic meetings. This calls for an improved incident data collection from the states and other airspace users, ensuring that ARMA receives the data on time for the annual analysis.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Note the content of the working paper;
- b) Request ICAO, IATA and ARMA to avail time for scrutiny activities to take place to discuss 2022 events using available data.
- c) A new working group (AIA WG) to be established to replace AIAG.